

SUGAR PLANTATION NEWS

SHIPPERS OF SUGAR FEEL CONFIDENT RELIEF IS COMING

In Spite of Fact That Two Chief
Regular Carriers Go On
Other Run Hope Rises

RAPID BUILDING UPON MAINLAND IS REASON

Situation Is Admittedly More
Serious But Adequate Relief
May Be On Its Way

Among the shippers of sugar there is a rather better feeling, more confidence, that relief will soon come although this seems to be rather of an anomalous situation in the face of the two most reliable sugar carriers from this run to use in some other. There is no specific information that has recently reached Honolulu to warrant this but the feeling results more from the general news.

Reports of the rapid building of ships on the mainland are encouraging sugar shippers in the belief that relief to the congestion here may soon come from that source of supply. There are some who look for it to come as early as next month, possibly by the middle of the month. The argument they advance to support their growing confidence is that with so many new vessels leaving the ways on the Pacific Coast and with the government well aware of the large amount of sugar piling up here and already on hand, provision will be made for the moving of the sugar by means of some of these new ships.

Theory Finds Support

There is reason to be found in support of their theory from the advice received relative to ships that may be soon expected. This would indicate a policy of the sort that is expected and although two important sugar carriers, mainly the two that were most important to the islands, are gone they may soon be replaced by a larger tonnage of new shipping. This is, however, largely surmise.

There is no minimizing the seriousness of the situation. Even with the two Matsuo vessels on the island run, it has been impossible to keep sugar moving in speed with production and each week there has been an addition to the stock of raws in storage awaiting transportation. There can be no adequate relief until the two Matsuo boats shall be replaced by a larger tonnage. If such relief shall come next month the situation will be less serious for otherwise, unless many bottoms shall come in the following three months, much of this year's crop will have to go over into the next year's crop. For shipment, the present "year year" ending November 30. If it does go over, there will be a no inconsiderable amount of inconvenience occasioned to the companies and their agencies.

Relief From Transport

Some relief may be afforded from transports carrying sugar to the limit of their empty cargo space from here out but the transports do not move with a frequency and they have available space to run much of a figure against such a great tonnage as is already awaiting shipment. Yet Hawaii is far from being able to secure this for the Philippine planters have been for several months seeking just this boon and have sought in vain. It is reported, however, that this arrangement has been made for Hawaii.

Planters will be glad to get whatever they can secure of new shipping although, thus far, it has been a number of months have been found that the vessels, on reaching here, have not the cargo capacity for sugar that is expected. This has happened a number of times and only recently it was learned that one of the new vessels had a capacity 500 tons less than had been reported.

Port Shipment Arrangements

Another disadvantage of the new ships that have thus far arrived here has been their bunker construction. They were not built as sugar carriers from here have usually been and it has been found impossible to load at more than one port. Two cases of this nature have recently been observed and if the same type of construction is continued it will mean that some of the ships will load in full here and others will load in full in Honolulu. This merely means usual custom and means a readjustment of methods, but it is one of the bothers that ships to worry and annoy shippers and agents.

New Shipment Prices

Relative to the transports taking sugar from here, Col. R. M. A. Schuchel, the quartermaster, has been quoted as saying that he had taken the matter of shipment up with Washington and had received permission to give available cargo space of transports at the disposal of sugar movements but there exists a danger that does not appear to have been mentioned that caused plans, a ration for the army and navy, may be given such space in preference through some possible reconsideration. The situation is complicated in that the reason for moving the cargo points is not at hand. The space usually available on transports is said to run about two or three thousand tons and the quartermaster's department is usually informed several days in advance of the probable time of arrival of a transport from the Philippines.

WAY SUGGESTED TO CONTINUE DIVIDEND

Borrowing On Storage Receipts
and Subsequently On Bills
of Lading Proposed

Delays in shipments and consequent delays in receipts from sales need not, it is pointed out, cause a stoppage of dividends as resulted in the case of San Carlos in the Philippines and of some of the rubber companies. The possible way out is one that has not been traveled by the companies here in the past but it is a perfectly simple and common business arrangement that is employed by many other industries on the mainland.

While it would be poor policy to pay dividends from surplus far in advance of returns from sugar, said a representative of one of the larger agencies here, "there is nothing to prevent, so far as it occurs to me, the borrowing on warehouse receipts which cover the sugar in storage here while awaiting transportation. In that way dividends could be continued and the borrower pay the lender upon securing his return." Of course, there would be details to be arranged such as the transfer of securities, substituting bills of lading for warehouse receipts when the sugar did finally leave for the refinery.

To continue the payment of dividends while sugar piles up is, strictly, not anticipating dividends for it is the payment of dividends upon a production already accomplished except for the marketing and the only uncertainty as to price to be received is how much larger it might be by reason of the delay for there is not the slightest danger of a lower sugar price after the first of the year and good chances for a higher price, according to all the advices that come to us.

"I can see no reason why such a plan should not be feasible and the dividend paying companies continue to meet their dividend demands through some such method as suggested."

PORTO RICAN SUGAR GROWERS PROTEST

Increase of Charges and Limiting
Loading Ports Bring Mes-
sages To Washington

SAN JUAN, P. R., May 18.—Porto Rican sugar producers are again complaining of what they regard as unjustified rulings on the part of the shipping authorities responsible for the transportation of the island's crop. They say that while assurances were received from Washington in response to previous protests that the practices complained of would be changed, new rulings which they object to as unfair have been issued from shipping headquarters in New York.

Object To Port Facilities

The chief cause of the earlier complaint was the shipping company's plan to load sugar in cargo space from here out but the transports do not move with a frequency and they have available space to run much of a figure against such a great tonnage as is already awaiting shipment. Yet Hawaii is far from being able to secure this for the Philippine planters have been for several months seeking just this boon and have sought in vain. It is reported, however, that this arrangement has been made for Hawaii.

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As a result of these accumulating grievances, the Sugar Producers Association has sent a letter to Rodolfo Commissioner Corlevo Davila at Washington, requesting him to endeavor to obtain some relief from what the producers consider unnecessary hardships imposed upon them.

COLDS CAUSE HEADACHES
LAXATIVE BROMO QUININE
relieves the cause. Used the world over to cure a cold in one day. The signature of E. W. GROVE is on each box. Manufactured by the FARIS MEDICINE CO., St. Louis, U. S. A.

Chile Is One Hope of Planters To Get Fertilizer

If Substitute Were Available
There Are No Ships Available
To Bring It Here In Quantities
That Are Required

In order to keep up maximum speed in production of sugar, an essential for the country and the world in times of war as well as times of peace, the plantations of these islands require a minimum of 5000 tons monthly. The only suitable fertilizer that can readily be made available is Chilean nitrates. These are two of the outstanding facts that were placed before Secretary Lane and the Hawaiian Planters' Association experiment station on Wednesday by trustees of the planters' association. It is not within the province of the secretary's department to afford the planters any relief from the shortage of fertilizer supply but he is the representative of the administration, the production of the soil is closely related to the land questions which Secretary Lane is here to investigate and it is believed that he can be, and gladly will be, a spokesman for them at Washington when the opportunity so do arise.

Two Boatsmen
It has been found that Chilean nitrates and sulphuric ammonia are the two fertilizers that bring best results in these islands. Both of them are quick of action and easily applied, often if not usually applied through the irrigation water. Thus they can be put on the land when they are needed to speed up the growth of the cane and to bring about a growth at just the time when it is required. No other fertilizers have been found that will perform this service as do these two.

Sulphuric ammonia has been found to work better than nitrates in some sections, more especially in the Hilo district, than does nitrate. A sufficient supply of either would answer and the Secretary was shown that the supply of the two combined is less than the requirements of a single month and the season is at hand when it is required. Cannot Get Substitutes
It is possible to secure a substitute, even if it were a satisfactory one, the planters would do so and make the best of it, but it was pointed out to Secretary Lane that the shortage of ships between the mainland and here renders it impossible to bring supplies of another fertilizer to replace the nitrates. The sulphuric ammonia is obtained chiefly from the iron and steel manufacturers of the mainland as a by-product of their outputs and, as the government is all but running these factories and needs sulphur as well as niter for munition purposes, there is no adequate supply of nitrates and no time to bring it here if it were.

Thus it comes down that nitrates from Chile direct is the hope of the planters. In this connection there is an interesting story that has recently been heard. It is said that a certain fertilizer company sought licenses for shipments from Chile here and was informed that there would be no objection to the granting of the license or permit but that no ships were available. If there were ships the company, they go, the company went out and finally secured two cargo carriers and applied for permits for shipment on them. The permits were not granted for the government took the vessels to carry nitrates for its own use.

As has been outlined before in The Advertiser, the government needs niter and sulphur for munition manufacture and can obtain the one from nitrates and the other from sulphuric ammonia. Hawaii needs them to grow sugar. The government seems to be regarding the need for munitions as greater than the need for sugar even at the sacrifice of a third or more of a crop of Hawaiian sugar.

W. S. S. CAMPAIGN IS GAINING IMPETUS

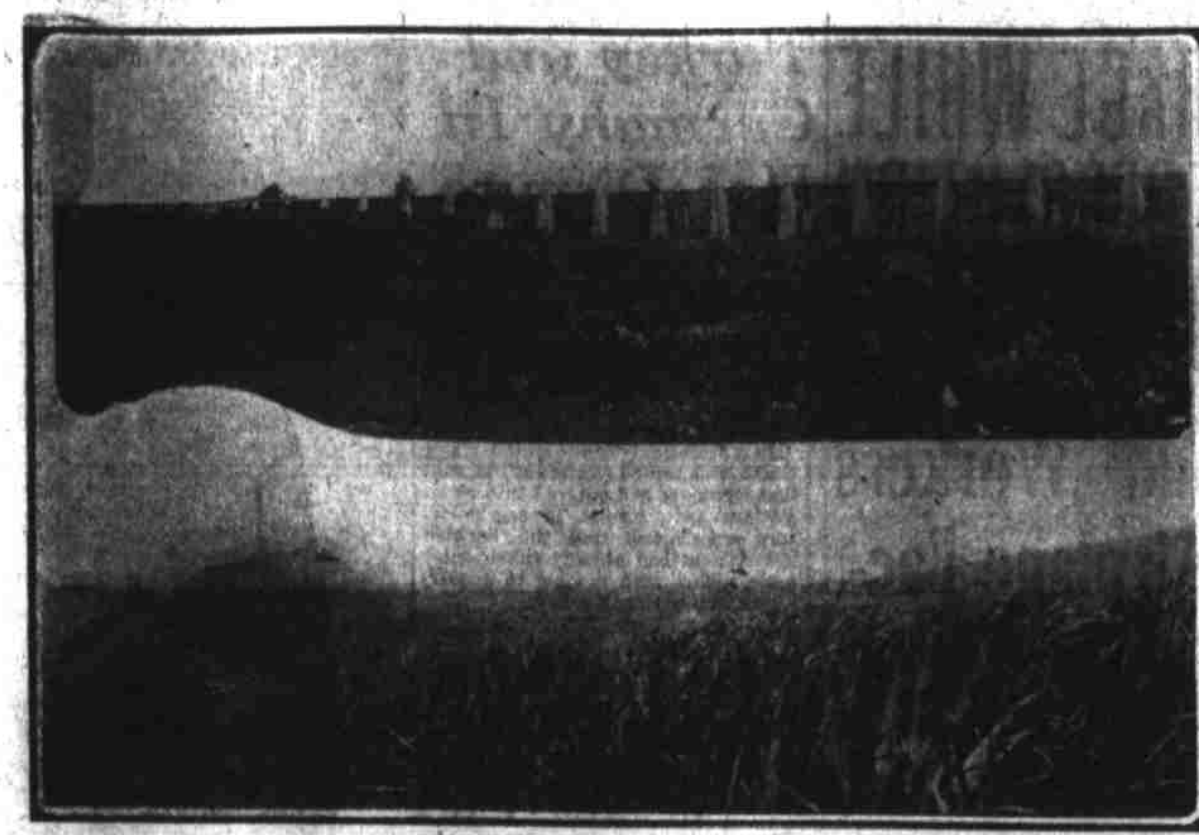
Throughout the Territory the War Savings Stamp campaign will be speeded up, plans to this effect being adopted yesterday morning at the office of Robert W. Shingle, the director of the work in Hawaii, following some valuable assistance given by Assistant Secretary of the Interior Bradley, who is one of the national W. S. S. directors. Mr. Shingle, as a result, will tour the islands to speed up the work and enthusiasm everywhere. He will be accompanied by a corps of speakers and pictures will also be widely used. The tour will begin the latter part of next week, Kaula being first visited. P. E. Lee, the W. S. S. secretary, will accompany Mr. Shingle.

DEMARARA OUTLOOK

The correspondent of the Weekly Statistical Sugar Trade Journal at Georgetown, British Guiana, writes under date of May 8 that weather conditions there have been favorable on the whole, although there has been rather too much rain, and that the sugar outlook is expected to be normal.

The Egyptian government levies an excise duty of 14 pounds and 6 shillings on every ton of sugar manufactured and consumed in the land of the Pharaohs.

WATER and fertilizers are the two important requisites for good crops of sugar in the Hawaiian Islands. In the lower picture is shown a well irrigated and well fertilized cane field with the sugar mill in the background. Above a flume bringing water down to irrigate this and other fields of the Koloa plantation. Without a supply of nitrates such fields as that shown in the picture cannot be grown.



APPEALS OF HOOVER ARE CONSIDERED TIMELY AND MAY AVERT SUGAR FAMINE

NEW YORK, June 2.—Food Administrator Hoover's special message to the people of the country read from church pulpits on Sunday, May 26, urging the immediate conservation of sugar was favorably commented on in sugar circles. The invisible supply represented in this case by sugar in retailers' hands and in consumers' households, while not definitely known, is unquestionably higher than during the past five months.

During the past five months close to 1,255,000 long tons of sugar have been melted, representing about 1,200,000 long tons in terms of refined. This has practically all passed into channels of consumption and has been fully absorbed as a consequence of the stringency that existed during the latter months of 1917 and the early part of this year.

Not only did the trade hold to the general opinion that the request was a timely one, coming at the beginning of the period of heaviest consumption, but the view was held also that it would prove highly effective inasmuch as Mr. Hoover had taken the public into his confidence by deftly directing attention to the impossibility of sugar being in plentiful supply during the remainder of 1918, on account of the increasing demands upon shipping for overseas, military and food supply service.

Discussing these points a prominent sugar authority said: "When warned in time and given the reason for the warning, the American people can be depended on to respond wholeheartedly to any reasonable request made to them for the exercise of self-denial that will aid in winning the war. This applies fully to the sugar situation. Now that Mr. Hoover has met both of these requirements he has gone a long way toward averting the mistake made last year when the public was led to believe that sugar supplies were ample and no possibility of a future shortage was intimated by those who were fully aware of conditions."

Influence of Ship Situation
Mr. Hoover's reference to sugar consisted of a short paragraph in a statement referring at greater length to the conservation of wheat and meats. It was as follows:

In the case of sugar we are embarrassed by the necessity of using ships for carrying our soldiers and feeding the Allies, and in consequence we must use sugar with great economy. We must emphasize the importance of canning and preserving on a large scale among our people this summer and our available sugar must be conserved for this purpose.

The import of Mr. Hoover's statement to the American people coincides with the opinion which has prevailed in the trade for some time past relative to the general outlook. Since the beginning of last month it has been realized that the refinery will be hard pressed to meet the heavy demand which is expected to set in when the coming season gets into full swing, and there is every reason to believe that this demand will be fully as heavy as last year. As Mr. Hoover has now indicated that the best interests of the American public can be served by conserving the greatest possible amount of food products through preserving and canning, and as there is no call for any curtailment in that direction, it is not unlikely that the demand for sugar for home preserving may be even greater than last year, when it drained the country of practically all visible and invisible supplies.

Raws Are Limited
To meet this condition refined supplies must be obtained from the limited volume of raws which can be moved month by month from producing sections to refining points from now to the end of the year. These monthly shipments will inevitably show a considerable shrinkage as compared with the movement during April and May. Another unfavorable factor is the unusually low level of stocks, which practically equal only one week's melting requirements.

It is known that refined stocks in distributors' hands are not large and in only very few instances represent any large percentage of anticipated requirements for the next sixty days. The invisible supply represented in this case by sugar in retailers' hands and in consumers' households, while not definitely known, is unquestionably higher than during the past five months. During the past five months close to 1,255,000 long tons of sugar have been melted, representing about 1,200,000 long tons in terms of refined. This has practically all passed into channels of consumption and has been fully absorbed as a consequence of the stringency that existed during the latter months of 1917 and the early part of this year.

Consumption Figures
Figures issued by the international sugar committee indicate that the per capita consumption for the first three months of the year amounted to a little under seven pounds per month, an amount which is not far from the required refined supplies amounting to 973,748 tons, or a little over 325,000 tons per month.

As consumption during June, July and August will naturally be higher than during the winter months of January, February and March it is apparent that if a close balance is to be maintained between the supply and the expected demand, the monthly receipts of raws during the next three months should be over the 350,000 ton mark for the entire country. As this does not now seem possible, with the tonnage of sugar carriers steadily declining, it would indicate that, while this critical period may be satisfactorily spanned, it can be done only by the narrowest of margins.

While there is no occasion at this time for alarm as to the sugar supply, it is regarded in well informed quarters as imperative that the food administration should exert every influence to conserve sugar wherever possible and to cut its use in certain manufacturing lines below present limitations. Once past the peak of the demand in the next three months, there should not be any great difficulty in providing adequate supplies to meet current needs until the end of the year.

Conditions Summed Up
Conditions may be summed up as follows: The monthly volume of shipments of raw sugar has reached its maximum for this year and will decline from now on; during the coming three months demand probably will exceed supply, the difference between the two having to be met by voluntary or regulated conservation in the part of household consumers and manufacturers; unless withdrawals of shipping are heavier than are now anticipated, a sufficient supply will be available to meet the reduced demands of the country during the latter part of the year. Shipping facilities will continue to regulate the supply, and if the careful conservation advocated by Mr. Hoover is practiced, it will be possible to get through the year with no great hardship being felt by the consuming public.

Aside from the question of ships, another factor that may affect the supply of sugar available to the American public is the probable necessity of this country furnishing the Allies and certain neutral nations with some refined sugar. Both France and Great Britain presumably will need assistance in the shape of sugar supplies from us before the end of the year. The total amount of sugar that will be required for export to meet this demand will not reach the amount exported in 1916 or in 1917, but it will be enough to become a factor to be taken into consideration by the trade and the American people.

Novel Disease Is Attacking Cane In Porto Rico

Known As Mottled Malady Which
Well Described Its Symptoms
and Growers On Island Are
Alarmed—Unknown Elsewhere

SAN JUAN, P. R., May 18.—An appeal has been made to the United States department of agriculture for assistance in fighting the mottling disease of cane in Porto Rico. The appeal is made by the department of agriculture and labor of the island, but is being seconded by the sugar producers, who see in the spread of "La enfermedad," as the disease is locally called, a serious threat to the future prosperity of the industry.

"La enfermedad" is apparently peculiar to Porto Rico; at least its existence elsewhere has not been demonstrated to the satisfaction of John A. Stevenson, plant pathologist of the Rio Piedras Agricultural Experiment Station, who has studied the disease more thoroughly than any one else. It first attracted serious attention about two years ago in the Arecibo district, and at first was believed to be merely a condition of the cane resulting from poor cultivation.

Treatment upon this diagnosis failed to produce proper results, however, and a closer study revealed the existence of a hitherto unknown disease. Since that time it has spread steadily. In spite of the increasing efforts of the experiment station staff to solve the problem of its control, and in certain sections, notably Utuado, has practically wiped out cane cultivation. At the present time its range are being seriously felt in the zones of Guayama, Mayaguez, Aguada, A. A. Lla, Lla, and Bayamon districts, as well as in Arecibo and Utuado.

The name given the disease by Mr. Stevenson is descriptive, since the symptom by which it is recognized is a green and white mottling of the leaves of the cane, which shows a stunted growth. As the disease progresses the stalk dries and splits, and in the second or third season the plant dies. The nature of the disease has not been definitely established.

In a recent circular entitled Notes on the Control of the Mottling Disease of Cane, seed selection, destruction of diseased stalks, trials of new varieties, planting of those found resistant, and the use of the best approved methods of cultivation are advised by Mr. Stevenson as means of control. Destruction of the diseased stalks is considered of special importance, as there is evidence to indicate that the disease is transmitted through the air by insects or other agents.

Cut in half by one stroke, the Canadian candy makers will now be allowed only five pounds of sugar when they were allowed ten pounds and this means that the Canadians will have to eat sweets at reduced rations. The Canadian Food Board has thus decreed and from April 26th on consumers have been limited to a fifteen day supply with the exception of certain certified remote districts. Neither can sugar be used superfluously in the making of biscuits and cakes. This new line-up is to adjust the incoming demand for sugar during the preserving season.

BOWEL COMPLAINT IN CHILDREN
During the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.—Adv.

Eastern Shipments of Sugar Will Pay Higher Freight

Twenty-five Percent Boost Effective
Next Week Will Make Differ-
ence On Consignments To
Philadelphia and New York

WASHINGTON, May 27.—Director General McAtee of the railroad administration announced today that increases in freight and passenger rates on all roads under Federal control would go into effect next month. The increase in freight rates becomes effective June 25, and amounts to twenty-five percent in most instances, although the increase in commodity rates will be less. A drastic feature of the action taken by the director general was the abolition of all lower intrastate rates.

Details of Increases

The advance in rates was promulgated in General Order No. 26, issued by the United States Railroad Administration under date of May 25. Accompanying the order was a long memorandum explaining the proposed measures of procedure to be followed in determining the new rates. The increases to be applied as to sugar freight rates was specifically detailed as follows:

Sugar, including syrup and molasses, where sugar rates apply thereon—Twenty-five (25) percent, except—1. Where the official classification applies, fifth class rates as increased will apply. (2) From points east of the Indiana-Illinois State line to points west of the Mississippi River, rates will continue to be made on combination of local rates or of proportional rates if published, to and from the Missouri River; except that from points on the Atlantic seaboard to the Missouri River, Kansas City, Mo., to Sioux City, Ia., inclusive, established differentials over the increased rates from New Orleans, La., shall be maintained.

(3) From points in the States south of the Ohio River and east of the Mississippi River, also from points in the States of Louisiana and Texas, rates shall be increased; to Chicago, Ill., twenty-two (22) cents per 100 pounds; to St. Louis, Mo., twenty-seven and one-half (27 1/2) cents per 100 pounds; to other points west of the Illinois-Indiana State line and west of the Mississippi River, except points in Arkansas, Louisiana and Texas, twenty-two (22) cents per 100 pounds; to points east and north of the Ohio River and east of the Indiana-Illinois State line rates shall be increased to maintain the former established relation to the rates of such points from producing points on Atlantic seaboard.

Rates From Western Points
(4) From producing points in Colorado, Wyoming, Montana, Kansas and Nebraska to Missouri River territory and points in Arkansas, Oklahoma, Louisiana and Texas and points east thereof twenty-two (22) cents per 100 pounds.

(5) From points in Idaho and Utah to points named in paragraph (3) rates shall be fifteen (15) cents above the rates from eastern Colorado.

(6) From points in California to points taking Missouri River rates and points related thereto under the Commission's Fourth Section Orders, and to points taking rates to the Missouri River twenty-two (22) cents per 100 pounds.

(b) Interstate commodity rates not included in the foregoing list shall be increased twenty-five percent. (c) Intrastate commodity rates shall be increased as shown in paragraph (a) and (b) of this section where there are no interstate commodity rates published on substantially the same commodities between the same points, and shall be subject to the minimum weights applicable on interstate traffic in the same territory.

(d) Intrastate commodity rates shall be canceled where interstate commodity rates are published on substantially the same commodities between the same points, and the intrastate rates are increased by paragraphs (a) and (b) of this section shall apply. (e) Applying the increases prescribed in this section, the increased class rates applicable to like commodities between the same points are not to be exceeded except that the increases in rates on sugar in carloads shall be made as expressly provided in paragraph (a) of this section. This paragraph reads: (a) All interstate class rates shall be increased twenty-five (25) percent.

Although local traffic managers in the employ of the railroads had not time up to the close of the week carefully to analyze the new rate schedule and specifically determine the exact amount of the increase for all sections of the country from various production points, the general consensus of opinion among them was it was the obvious intention of the railroad administration to observe former established territorial groupings and differentials, but but little difficulty would ensue in applying the new rates.

Late reports from Washington also indicate that many changes and readjustments will have to be made later by the railroad administration to remove any discrimination that may arise when the new rates are applied, which will naturally apply to sugar shipments. These changes will be made by the administration either on its own initiative after receiving suggestions from shippers and State or local authorities, or by order of the Interstate Commerce commission, which has the power to review and modify the schedule.